

CLAIMS:

1. A component for a turbocharger, the component including:
a housing defining a chamber for a predetermined part of the turbocharger; and
a jacket surrounding the housing, the jacket being arranged in a spaced
5 relationship relative to an outer surface of the housing to define a fluid path about the
outer surface of the housing, the fluid path having a fluid inlet and a fluid outlet.
2. The component according to claim 1, in which the fluid path has the fluid outlet
situated at a furthestmost position on the housing from the fluid inlet.
- 10 3. The component according to claim 1 or claim 2, in which the housing is a
compressor housing of the turbocharger and has an air inlet for receiving uncompressed
air and an air outlet for discharging compressed air to an engine.
- 15 4. The component according to any one of the preceding claims, in which the
jacket is of aluminium and is attached to the housing by welding.
5. A turbocharger including a component according to any one of the preceding
claims.
- 20 6. A flame trap housing for a flame trap of a compression ignition engine, the
housing having an inlet configured to engage an air outlet of a turbocharger and an
outlet configured to engage an inlet of an inlet after-cooler, the housing being double
skinned, having an inner skin defining a flame trap compartment and an outer skin
25 arranged in a spaced relationship relative to the inner skin, to define a fluid path for the
flow of a cooling fluid about the inner skin of the housing.
7. The housing according to claim 6, which defines a cooling fluid inlet and a
cooling fluid outlet of the fluid path.
- 30 8. The housing according to claim 7, in which the cooling fluid outlet is situated at
a furthestmost position on the housing relative to the cooling fluid inlet.
9. A fluid input assembly for a compression ignition engine, the assembly
35 including:
a turbocharger;

a flame trap including a housing, as claimed in any one of claims 6 to 8,
connected to an outlet of the turbocharger, and
an inlet after-cooler connected to an outlet of the flame trap housing.

5 10. The assembly as claimed in claim 9 in which the turbocharger includes a component according to any one of claims 1 to 5.

11. The assembly as claimed in claim 10, in which the fluid outlet of the component is in fluid communication with the cooling fluid inlet of the housing.

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12. A compression ignition engine which includes the fluid input assembly as claimed in any one of claims 9 to 11.